

CENTRAL INTELLIGENCE AGENCY

615166

INFORMATION REPORT

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SECRET

COUNTRY	USSR (Far East)	REPORT	[REDACTED]	25X1
SUBJECT	1. Traffic on the Amur River 2. Amur River Tunnel at Khabarovsk	DATE DISTR.	1 April 1954	
DATE OF INFO.	[REDACTED]	NO. OF PAGES	1	
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	RD	
		REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Most water traffic on the Amur River passes through Khabarovsk (N 48-30, E 135-06) rather than being destined for or originating there. The majority of the river traffic [REDACTED] consisted of barges towed by tugs. [REDACTED]

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[REDACTED] most of the loaded vessels, including oil tankers, usually traveled downstream, although some did travel upstream. [REDACTED] the latter probably carried oil from Sakhalin Island. [REDACTED] no information on the origin, destination, or volume of the traffic on the Amur River, or the port or any trans-shipment facilities at Khabarovsk.

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2. As of 1948, there was considerable POL storage within an approximately 20.km. radius of Khabarovsk [REDACTED] a few storage tanks and some gasoline storage near the main military airfield at Khabarovsk, which was also used by civil aircraft. [REDACTED] POL storage near the railroad station. [REDACTED]

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3. The tunnel under the Amur River at Khabarovsk is located approximately 20 meters upstream from the railroad bridge. This tunnel is used exclusively for rail traffic and is carefully guarded by the MVD, as are all railroad bridges in the USSR, regardless of size. Most of the rail traffic through the tunnel is freight, but passenger trains may also use the tunnel.

25 YEAR RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
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